

TWENTY-NINTH YEAR — NO. 45.

3

is short 1975 teachers; Alabama 875; Georgia, 937; Mississippi, 238 and other states in proportion. Why have these teachers left? Because of living conditions; because of social conditions; because of the way they teach; because of the very poor salaries; because of the neglect of them in the community where they work; because of very poor support and cooperation of patrons and the officers.

These are the teachers coming back. No. Why? They have been out so long they will have to take an examination and they know that they are too "rusty" to pass, but some one says new ones are turned out of college every year! Are you sure of that see, A stenographer's bookkeeping salary is from \$75 to \$150 per month for such work a teacher gets from \$800

1d, labor 10 da. 2 h

[illegible][illegible]

ers are your daughters. Wide awake teachers are not coming back until conditions change. We have fewer teachers this year in United States than we had last year. Last year we were 47,000 teachers short and this year we are 90,000 short and from report of all teachers available in colleges and in the profession we will be 100,000 teachers short next year. We call upon all friends of education to get busy. There is a greater foe in our land than Kaiser.

revenue part part

call upon the pastors of all churches  
to make this their subject for next  
Sunday services.

## DIO

# gain

... ..

# le

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

nd in full  
at  
Merc. Co.

10-40-41

Jan. 1, 1921.

## 2111101

**Building, Bay St. Louis.  
ON THE BEACH.**



Men's, and  
and Chil-  
Shoes at med-  
prices. Fit and  
action guaran-

100

be convinced.  
AR PRICES.

# ARRR

# REAM

**DRUG COMPA**

100







BETTER  
HIGHWAYS

## LINCOLN HIGHWAY IS WONDER

Ocean-to-Ocean Road is No Longer an Unrealized Dream—Specifications Not Decided.

Seven years ago the idea of a transcontinental highway connecting New York with San Francisco, improved throughout its length and forming a backbone for a great national system of arterial roads, was only a dream in the minds of a few. Today the accomplishment of this great memorial route stretching from ocean to ocean is assured.

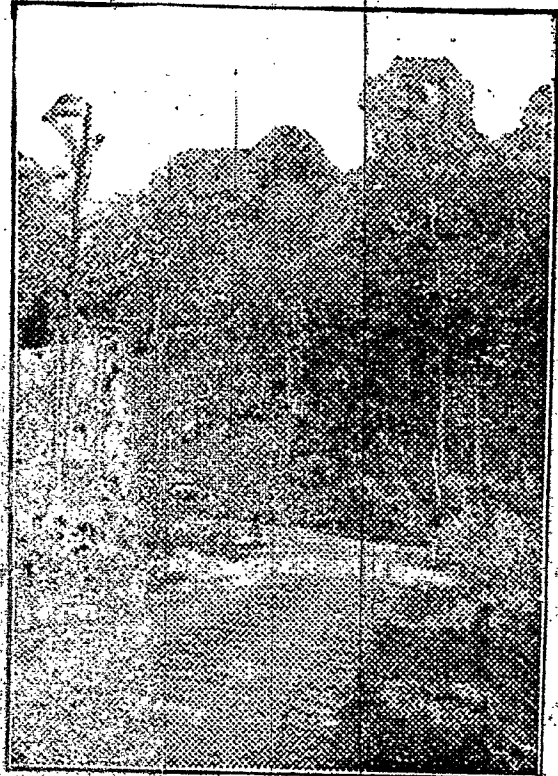
The Lincoln highway breathes the twentieth century. In years to come it will be adorned, as were the Roman roads, with statuary, landmarks, homes, hotels—a panorama of the achievements of man. It will be the path of advancement, a golden chain linking the Atlantic to the Pacific.

The motor truck is in its infancy and highway freight transportation as an adjunct to the railroad is only just beginning. But the Lincoln Highway association feels that it is well within its province to act as a clearing house for the best thought in the United States concerning the probable requirements of main arterial American highways in the next 20 years.

What will be the specifications for this wonder road? That has not yet been decided. The association realizes that it is undertaking a difficult problem, but it believes that it will have, in solving it, not only the interest and support of the American public, but the co-operation of the engineers and highway commissioners, and also the best technical experts the country affords.

Some of the finest concrete roads of the country are to be found in Michigan. These have a standard thickness at the sides of six and a half inches. About the best stretch of highway we have at present is the Lincoln highway from New York to Philadelphia. It is 96 miles long, and every day there passes over it an average of 2,000 tons. This road is eight inches deep at its center. This is the thickest surfacing in the United States today.

Whether the show road of the world will be of this thickness or deeper is under consideration. There is some



Stretch of Concrete Road in Michigan.

thought of making it ten and a half inches at the sides and 12 inches at the middle, for it must be permanent. If the added advantage of this thickness overbalances the additional cost of construction, then the plans will call for this depth. No one knows until the engineers have expressed their plans. The width must also be carefully thought out.

The association's plans do not stop with the construction of the road itself.

It has long been apparent that ultimately there must develop along America's main routes, of heavy passenger and freight transportation, a new and distinctive type of accommodations catering particularly to such traffic and situated perhaps in the open country. Such accommodations, removed from the traffic and noise and necessarily higher priced, offer for the tired and dusty tourists, or the drivers of freight-transport vehicles, convenient night stops where every effort would be made to cater to this particular type of patronage.

In conjunction with such accommodations arrangements would be provided for those tourists or travelers desiring to camp out. Free camp sites are even now being provided. By Fred Gilman Jopp in Popular Science Monthly.

**Stagnation Prevented.**  
With a perfect highway system there can be no stagnation of transportation at any time. Normal needs promptly and properly met will prevent perplexing and costly emergencies.

**Vital to Progress.**  
Improvement of public highways, in addition to airways, railways and waterways, as avenues of conveyance is vital to our progress and prosperity.

**Highways Cost More.**  
The building of highways cost \$2,200 a mile more today than it did in 1916.

**Poor Roads Unprofitable.**  
Poor roads cause hauling by truck to be much more expensive and uncertain.

**Separate Highways Forecast.**  
Separate highways for the use of motor trucks is forecast, due to the rapid growth of motor freight transportation everywhere in the United States.

**Most Satisfactory Forecast.**  
A combination of separate highways for trucks and for passenger cars is the most satisfactory forecast.

DUTCH COLONIAL  
ALWAYS PLEASES

Exterior Attractive and Interior Comfortable and Convenient.

## HOUSE CONTAINS NINE ROOMS

Home Built From This Design Is Suitable for City, Town or Farm—Offers Accommodations for a Good Sized Family.

Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 187 Prairie Avenue, Chicago, Ill., and only enclose two-cent stamp for reply.

By WILLIAM A. RADFORD.  
When the Dutch first landed on Manhattan Island and founded the city which is now New York they brought with them some ideas about home building that have had a distinct influence on American architecture. The homes they and those who followed them built were built along the same lines and were patterned after those they had left behind in the Netherlands. Since then architects have tried this type of home a "Dutch Colonial," and there are many thousands of them throughout the United States.

A particularly fine house of the Dutch Colonial design is shown in the accompanying illustration. By comparing the exterior of the house with the floor plan that accompanies it it will be noted that every inch of the interior has been utilized, despite the artistic exterior appearance. Usually when there are out-of-the-ordinary exterior effects they are secured by sacrificing some of the interior space.

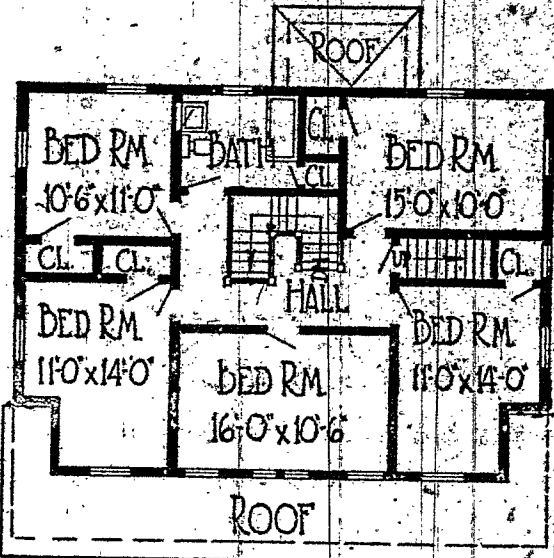
This home is not large when the number of rooms is considered. The

room is 14 feet 6 inches by 12 feet 6 inches. Back of it is the kitchen, 9 by 10 feet 6 inches. Through the hall to the back there is a washroom, or laundry, with a lavatory adjoining. Thus it will be seen that the house is equally divided, the two rooms on either side being of the same size, but separated by the hall. At the same time the cases opening permit the use of dining and living room and hall for entertainments.

Upstairs there are five good bedrooms, and bathroom. Three of the rooms are across the front of the house, and two at the back, with the bathroom between. All open directly off the square upstairs hall, and each is easily accessible to the bathroom. The numerous closets are designated on the floor plan.

The basement extends under the whole of the house, and as it is set on a concrete foundation, is finished with smooth walls and a concrete floor. Here is plenty of space for the basement heating plant, the fuel and fruit and vegetable storage rooms and space for garden tools, laundry equipment, etc.

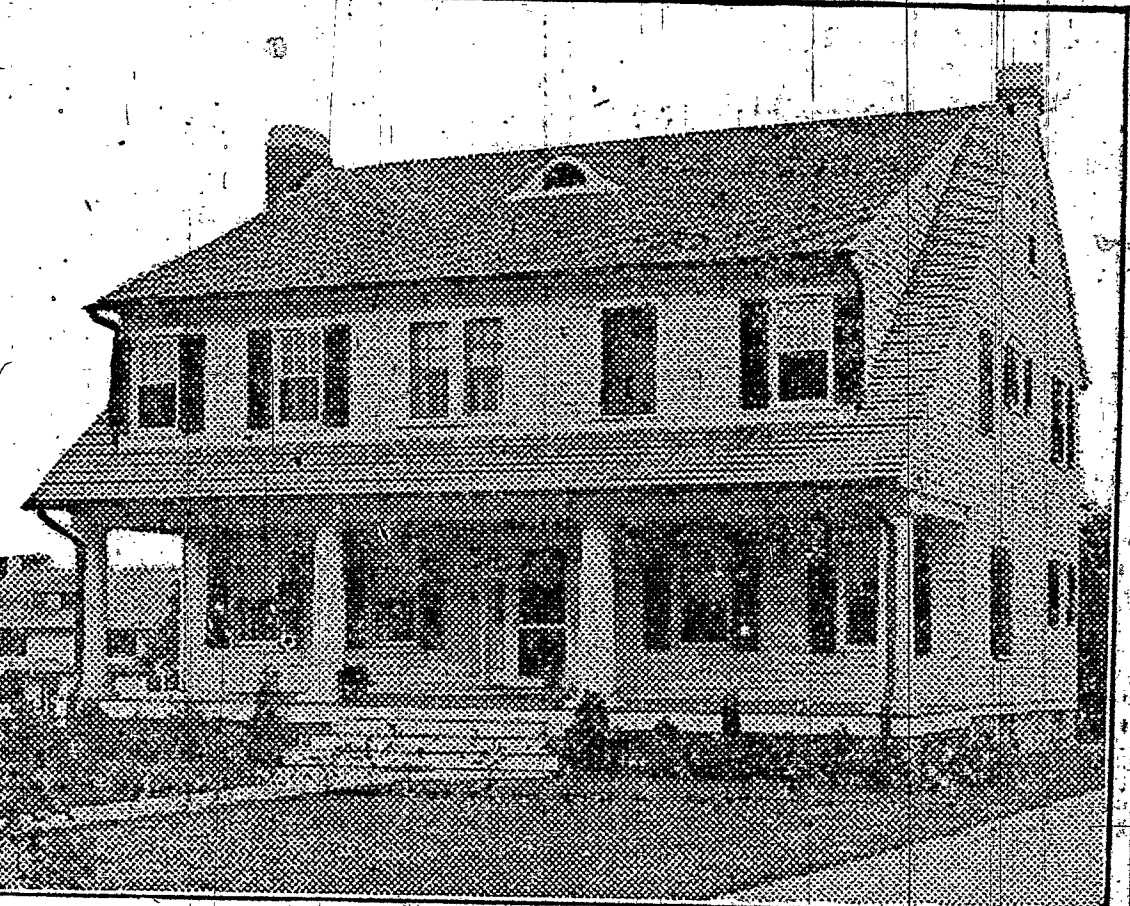
A home built from this design is suitable for either city town or farm. While it is large in number of rooms, the cost is comparatively small, as the



Second Floor Plan.

dimensions of the house are not large. At the same time it is a handsome house from the exterior and a comfortable, convenient and roomy one inside.

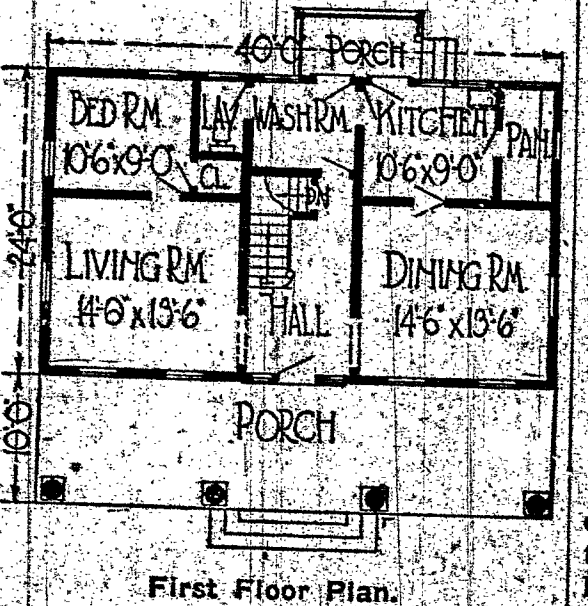
This is the time in the year when



front is 40 feet and the depth only 24 feet. Yet the floor plans show nine good-sized rooms, with a great many closets and other features that delight the housekeeper.

Dutch colonial homes are identified by the steep pitch and long slope of the roof, with a broad dormer across both front and back. The house is equally divided by a central entrance door, and on either side are duplicate windows and exterior trim, which gives the Colonial balance to the structure. The roof arrangement permits all of the space covered to be used, whereas in other styles a steep pitched roof leaves many nooks with the ceiling so low that they are wasted.

How the rooms in this house are arranged and the size of each of them is shown by the floor plan. The entrance door opening off the wide, inviting porch, leads into a central hall



First Floor Plan.

out of which run the stairs. To the left through a cased opening is the living room, 14 by 13 feet 6 inches. Back of the living room is a bedroom, or library, 9 by 10 feet 6 inches.

To the right of the hall is the dining room, also connected with the reception room by a cased opening. This

## HAS SOME DEBT TO COLLECT

Sane Man Spent Nearly Half a Century Confined in Rhode Island Madhouse.

This paragraph is about Anthony Burden Durfee of Providence, R. I. Anthony's total years are seventy-five, forty-five of which were spent in an asylum for the insane. A court's decision that he is not insane and, probably never was, left Anthony out after nearly half a century of involuntary servitude. Arthur H. Rowlett writes in Leslie's. His manifest obsession, he insisted upon living in a bathtub. Deceases, another man whose fate was living in a tub, is remembered as a person of sound mind. Not so Anthony, he was put away. He had every stopped talking for good and night. He never spoke again.

prospective home builders begin to plan what sort of a house they will erect when the spring comes. In so doing it is best to give careful consideration to all sorts of home building plans. The size of the family, the amount of money that is available and the size and shape of the lot on which the house is to be erected are all considerations that should receive careful attention.

But one of the best tips that can be given to prospective home builders is to get in touch with the architect, contractor and material dealer. These men know the practical side of home building and can be relied upon to advise about their plans. Many home builders have found that costly changes in plans were necessary as the work of building proceeded, because they could not visualize the plans they had selected. Advice is helpful, especially when it comes from experienced men.

Next year will see the greatest season of home building in the history of this country. As this is written prices have been reduced as much as 25 per cent, which should remove one of the handicaps that has held back home building in the cities and retarded it not a little in the smaller towns.

## The Elderly Woman.

The world's first historian was an old woman—and still, in every primitive community, she is the living storehouse of communal memories. The world's first sage was an old woman, coming the hoarded wisdom of generations into proverbs and maxims. In all probability the world's first doctor was an old woman, though here she was displaced rather early. After ages of neglect she is coming once more to be appreciated at something like her value. —Chicago Journal.

Exercise, fresh air, a good bath and a rub-down. Oh, a sad demerita was that of Anthony Durfee of Providence, R. I. But what of the well-balanced minds who looked him up?

**Medicine in Africa.**  
A novel and interesting experiment in training natives in medical and surgical work is being made in Uganda.

Native boys who are the raw material from the best schools of the country are being taken and are receiving a three years course of training at the large G. M. S. hospital at Mengo, the native capital of Uganda, where the medical school began its work three years ago.

**Many Have Had Spanish Settlers.**  
The coast of Connecticut shows many of the remains of the Spanish settlers who came to the coast of Connecticut about 1600. They were the first of the Spanish settlers who came to the coast of Connecticut about 1600. They were the first of the Spanish settlers who came to the coast of Connecticut about 1600.

VERY SIMPLE BUT  
DISTINCTIVE FROCKS

THE seamstress who is equal to making simple frocks for herself or her daughters is able to touch up even the simplest of them with distinctive details in their construction or in embellishments. Dress that has both simplicity and originality simply compels admiration from those who know the best when they see it, and these are the elements that gentle women love in all apparel, from hats to shoes. Above all they are the excellences that the business woman should look for, and look until she finds them, in coat, frock, hat and all accessories of her outfitting.

It often happens that a good seamstress has no talent for designing and it is much better to be a good copyist than a bungling originalist. Depend-

The two practical and graceful models shown here are commended to the home dressmaker. They are made of wool jersey—that handsome and unfussy fabric that is so strongly entrenched in the esteem of women. The one-piece frock at the left has cuffs and collar, also facings of the plaits at the side made of duvetyne in a contrasting color. The collar and cuffs are ornamented with needle-work in heavy silk floss. In color combination and in needle-work design there are opportunities for use of individual taste. The other frock has a plain skirt and overblouse with yam embroidery in two colors used for decoration. The skirt is made of yarn also and may be braided or crocheted. Blouses of this kind are pretty trimmed with flowers crocheted of yarn and sewed on, their foliage and stems simulated in simple stitches in yarn on the blouse.

## Brief Story of School Hats



THE story of hats that are worn by school girls is brief this season and its main points may be gathered very quickly from the group of hats shown here. There springs up before school bells began to ring a demand for hats that included those for school girls but was not by any means confined to them. In answer to this call came tams and more tams. One would not believe so great a variety in one kind of hat could be made, and the school girl found in them exactly the things she liked. These tams are made of various kinds of cloth having a shaggy, velvety or suede-like surface, and are finished off with yam pompoms, yam, or silk tassels or are without any ornament. There are some velvet models among them. Two pretty tams shown in the picture bring out the difference that appear in the construction of the tams. The hat at the left has a crown made of sections of shaggy cloth sewed to-

gether and topped by a wool pompon. It is mounted to a straight headband. The tam at the right has a crown made of only two pieces, one of them arranged that the tam flares off the face and falls to the right side. The hats in the center of the group and at the lower left hand corner are popular felt shapes finished with bands of grosgrain ribbon. They are made in a variety of good colors, are very durable and "classy." The remaining hat is less simple, having a draped crown of duvetyne and a turned-up brim of angora cloth. Two yam balls suspended on a crocheted cord hang from two loops complete this ambitious affair for the young miss.

*Julia B. B. B.*

**Should Keep Hands Clean.**  
Careless handling of the hands and teeth causes much trouble in America every year. This is especially true in the case of the young people who are so careless of their hygiene.

**Popular Turban.**  
A popular Persian turban is fashioned of heavy fur and is worn by many of the young people of the East.

## TRAVELING CLINIC ON WHEELS



The traveling clinic on wheels which is touring Alameda county, Cal., under the direction of the Alameda County Tuberculosis association, is said to be the first of its kind in California. The clinic goes mostly into the industrial sections where the people are mostly foreigners and are prone to neglect to have themselves or their children examined. As a result of these examinations, children having traces of tuberculosis are taken out of school and given further treatment. The clinic has all the apparatus for making laboratory tests. It cost \$15,000 and was bought from the sale of Red Cross Christmas stamps. The nurses and doctors are supplied by each county and their services are free to the patients. The photograph shows nurses examining children.

ROAD COURTESY  
AIDS MOTORIST

Spirit of Kindly Feeling Adds Greatly to Joy of Motoring in Country.

## HELP OUT STRANDED DRIVER

Especially Need of Chivalrous Attitude on Part of Experienced Operator—Women Not Skilled in Coping With Trouble.

One of the big pleasures of modern motoring lies in the fact that whether the trip is for 100 or 1,000 miles, the motorist has every reason to feel sure that he will finish his journey without having to climb out of his car to undertake the disagreeable job of making repairs on the road.

But now and then some mishap occurs, and a courtesy of the road that all motorists can extend with little inconvenience to themselves is an offer of help to a fellow motorist whose car has become stranded. Such an offer is particularly timely if the scene of the mishap is some point whose remoteness from a garage would make it difficult to get assistance.

## Owners Caught Unawares.

Even the most careful owners are caught unawares at times and find themselves far from home and minus some tool that is essential to making a repair. For instance, not so long ago, a man who prides himself on his equipment got a puncture on a lonely country road. He felt he had no cause for worry, for locked on the back of his car were two new tires ready for just such an emergency.

But when he went to get one of these tires he could not find the key to the lock. He was just getting ready to wreck the lock when a car drew up with an offer of assistance. It happened that the good Samaritan had a key that opened the lock, and put an end to the difficulty.

## Many Women Unskilled.

With the number of women drivers rapidly increasing, some of them not skilled in coping with the trouble or bad ignition, there is an especial need of a chivalrous attitude on the part of experienced drivers. The women probably ought not to be driving at all unless they know enough about a car to be able to make simple repairs, but the fact remains that some are without the requisite knowledge. Moreover, equal suffrage has not yet reduced women to the status of men, to the point where the average male would be able to square himself with his conscience if he paid no heed to a woman in distress.

In order to extend an offer to this sort of it is not necessary to go through a lot of formality—a mere wave of the hand will frequently serve the purpose. But it is this spirit of kindly courtesy that adds to the joy of motoring and increases the pride of motorists in their class.

## IN CASE OF HARD STARTING

Overrichness of Mixture Is Frequently Cause of Trouble—Let Gasoline Evaporate.

A not infrequent cause of hard starting is overrichness of the mixture. When this is suspected the driver had best stop trying to start for a few minutes, when the excess gasoline will have evaporated and very probably the engine will start off at the first pressure of the button or turn of the crank.

**In Towing.**  
Whenever it is necessary for the motorist to tow another vehicle or himself he should be careful to hitch the rope to some part of the frame and not to the axle, which may be bent or broken.

**Body Rattles.**  
By loosening the front and rear axle bolts holding the body to the frame and squeaks in doors and body can be speedily eliminated by tightening them.

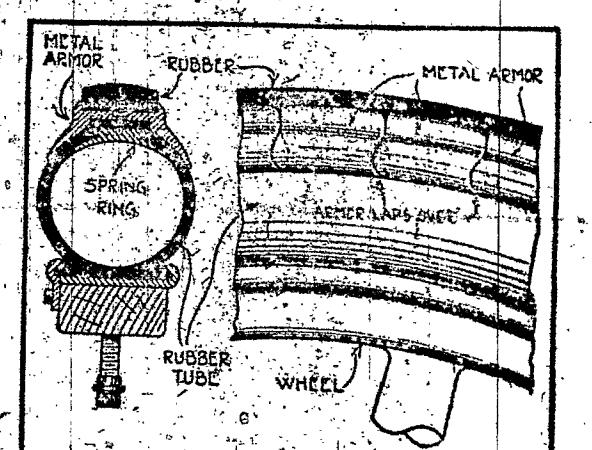
YOU CAN'T PUNCTURE  
THIS STYLE OF TIRE

Metal Sections About Sides Afford Protection.

Spring Ring in Inner Section Has Considerable Supporting Power as Well as Resiliency—Attachment Not Difficult.

In the collective detail view of this tire, the parts fit together in the order shown and form a complete armored tire having no inner tube. Metal sections or scales extend about the sides of the rubber tube and afford protection against puncture.

The extreme outer section, or part next to the ground, is a solid rubber band or outer tire. The inner section is a spring ring placed within the tubing; the tubing being split for the



On Account of the Elasticity of the Tire, the Armored Sections Are Made So They Will Glide Over One Another.

purpose. As the spring ring has considerable supporting power, as well as resiliency, the pneumatic pressure in the tube can be quite low.

The different parts are screwed and clamped in such a way that air at low pressure will not escape. It will be seen that the upper portions of the split tube are squeezed between two metal parts, thereby forming an airtight junction. Attachment of the complete tire to the wheel is made by any of the usual clincher methods, there being nothing particularly new in that part of the construction. —Popular Science Monthly.

AUTOMOBILE  
PAINTS

Shanghai, China, has a public motor truck service of twenty-five cars.

Uruguay has a motor car for every 148 inhabitants.

A magnetized screwdriver is a great convenience for the man who works about his car.

American Indians of today are working in garages, driving automobiles or trucks and operating farm tractors.

In Concord, N. H., a church runs a garage for the convenience of the motoring members of the congregation.

When you park on a hill, clinch the wheels into the curb, so that if the brakes do release the car will stand, anyway.

The average car owner may not know that a layer of cylinders six inches thick makes a very satisfactory floor for the home garage.

Never mount a new tire as a spare. To do this is to invite the attention of the tire thief, whereas if an old tire is used as the spare the dishonest one probably would turn up his nose at it.

Almost every farmer in the cotton belt section of Georgia owns one or more automobiles.

No less than 30,000 tractors will be used this year in the great agricultural districts of Canada.

The New York city police department uses a Bertillon system in identifying the many makes of automobiles.

Europeans claim that in America the motorist behind the wheel of 50



